

**SUMMARY OF CHANGES TO
Performance Work Statement (PWS)
SP0600-03-R-0020
Amendment 0002
NB Ventura County, CA**

1. Changes to the Performance Work Statement (PWS):

Section C-1.6.2.1, Air Show AVGAS Services, Page 5. The section has been changed to show that AVGAS support will be a tasking under Section C-4-2, Services Requiring a Task Order that provides for reimbursement to the contractor.

Section C-1.7.1, Contractor Coverage, Page 5. The section has been updated to remove the questioned term “normally” and to specify that the contractor shall provide service for the hours established by Table 1 but is responsible for 24/7 support.

Table 1 Hours of Operation, Page 6. The table has been updated to show the hours of h operation for the Dispatch Center and the hours driver/operators shall be on duty to provide fuel services. As note that Note (3) has been shifted to the Aircraft fuel Servicing Operations line.

Section C-1.12, Information and Records Management, Page 12. This section has been added to define information and records inspection and ownership.

Section C-2.4.2.3, NOLF San Nicolas Island, Page 19. The section has been changed to show tat the tank truck used to transport MRR to NOLF San Nicolas Island is Government owned and operated and that the contractor shall assist in the transfer of product from the tank truck to bulk storage on the island.

Section C-2.5.1.2.3, NOLF San Nicolas Island, Page 21. Note the grade code change, JP8 to JP5.

Section C-3.1.3.2.1, Cargo tank Capacity, Page 42. The section has been changed to show that a 5000-gallon refueler shall be provided at NOLF San Nicolas Island. Note that no other changes have been made because, except for capacity, specifications for a 5000 and 8000-gallon refueler are the same.

Section C-3.1.5.9.2, Automated Data Collection, Page 50. The section has been changed to eliminate the requirement for the automated data collection unit.

Section C-3.1.6.1, General, Page 50. The section has been changed to show that a used oil truck could potentially be used to defuel aircraft.

Section C-3.1.6.10, Hose(s), Page 51. The section has been updated to show the type hoses required and to show that the defuel/dispensing hose can be one in the same.

Section C-3.1.9.1, General, Page 52. The section has been updated to show that the contractor is responsible for providing utility vehicles at the Point Mugu and NOLF San Nicolas Island sites.

Section C-3.1.10.1, Contractor Responsibilities, Page 52. The section has been updated to show that the contractor is responsible for providing prefabricated building at the Point Mugu and NOLF San Nicolas Island sites.

Appendix A, Government Furnished Equipment, Supplies, and Services, Page 69. The appendix has been changed to show contractor costs regarding transportation to/from NOLF San Nicolas Island, the cost of quarter and meals on the island.

2. Response to specific contractor question.

Question 1. Page 5 of Section B, Line Item 0009 has no amount assigned; however, it states that, “All G&A and profit for this line item must be included in Line Item 0001.” Please assign a dollar amount to this CLIN.

Response. Based on previous contract the estimated amount is \$5,000/year.

Question 2. Will the contractor be allowed to bill expenses associated with air shows (C-1.6.2.1) to this line item?

Response. See changes to Section C-1.6.2.1, Air Show AVGAS Services. The contractor will be tasked under Section C-4.2, Services Requiring a Task Order, to perform these services.

Question 3. Page 5 of Section B, Line Item 0010 has a blank for "Augmentation (Cost Estimate per Year \$)". Is the contractor expected to fill out the amount estimated for augmentation and, if so, would the government provide historical data for this cost?

Response. Augmentation Estimate is \$40,000.00.

Question 4. During the site visit it was discussed that an 8,000-gallon refueler would be too large for the SNI operation. It was also stated they are now using a 3,000 gallon refueler. What size refueler does the Government prefer for use, at SNI? There are no specifications for a smaller (than 8,000) in Section 3.0 of the PWS.

Response. Discussions with the COR settled on a 5,000-gallon capacity requirement for NOLF San Nicolas Island. It is a standard size unit, can be equipped with a 100/300 GPM low/high flow system, and capable of servicing more than a single F-18 without refilling. Note the change to Section C-3.1.3, Refuelers. Except for tank size, the specifications for a five and eight thousand-gallon refueler are the same.

Question 5. PWS Section C-2.3.2.1.3 and C-2.3.3.1 indicate MRR is received at San Nicholas Island (SNI) via a tank truck, carried to the island on a servicing barge in 4500-gallon increments. Is the vehicle used to transport MRR to be provided by the contractor, or does a commercial tanker provide MRR?

Response. Note the change to Section C-2.4.2.3, NOLF San Nicolas Island. The delivery truck/tanker is Government provided, shipped, and handled. The contractor assists in pumping the content of the tanker into the bulk tank.

Question 6. Table 1, page 6 of the PWS requires 24/7 dispatcher staffing at Point Mugu. C-1.7.1 on page 5 indicates that normal operating hours for NB Ventura County are 0700 to 2300 Monday through Sunday, including holidays. Are dispatchers required on Saturdays from 2100 to 0500 and Sundays/holidays from 0000 to 1600 when no drivers are required to be on duty, or are the dispatcher/driver requirements reversed?

Response. Note the changes to Table 1, Hours of Operation. The dispatch section is manned Monday through Friday, 0700-2300. Driver/operators perform in this capacity during other hours.

Question 6. Does the Sunday/Holidays column in Table 1 refer to Sundays and Holidays, or Sundays or Holidays?

Response. For the purpose of the PWS, it refers to Sundays and holidays.

Question 7. At the site visit, we noted that the incumbent's 8,000-gallon vehicles did not appear to meet DOT 406 axle loading specifications. Are the requirements of this Solicitation also applicable to incumbent vehicles, or are they waived?

Response. Note Section C-3.1.2.1, General (Chassis) and Section C-3.1.3.2.1, Cargo Tank Capacity (trailers). It clearly states that, "loading on any axle or set of axles shall not exceed the manufacturer's gross vehicle working rate (GVWR)/limitations or documented re-rated load specifications provided by the vehicle manufacturer." The equipment at NB Ventura County has "re-rated" axles. To clarify, we fully expect to have equipment that is "fully capable" of hauling, towing, and/or carrying the loads (8000 gallons of JP5) to which they will be subjected. We further expect to receive equipment that has been weighted and documented.

Question 8. PWS Section C-1.6.2.1 requires 100LL support for air shows. Please provide historical data for this requirement.

Response. Historically, AVGAS support has been arranged by fuels management, provided by the contractor, and paid by various other means. There are few if any records regarding AVGAS support for air shows. Discussions with the COR would indicate a requirement of 1500 to 2000 gallons for an air show. Note the change to Section C-1.6.2.1, Air Show AVGAS Services, which will be covered under a task order.

Question 9. At the site visit it was indicated that required staffing for SNI is two people during weekday operations and one person on weekends, odd Fridays and holidays. Table 1 indicates normal duty hours for SNI are 0730-1530 M-F. PWS Para C-1.7.1 indicates that SNI is normally closed on weekends, odd Fridays and holidays. Please clarify the SNI staffing requirements, particularly in regard to weekends/holidays.

Response. See Table 1, Hours of Operation, Note (9). We cannot comment as to scheduling other than to say, personnel are afforded transportation to and from the island, that a "flex weekend" schedule is in force, and that the contractor will have to schedule personnel as required.

Question 10. Is a prefabricated building required on SNI?

Response. Yes, note the change to Section C-3.1.10, Prefabricated Building(s).

Question 11. The PWS, Section C-3.1.3 specifies 8,000-gallon aircraft refuelers. Is this requirement also applicable to SNI, or can a smaller vehicle be utilized?

Response. See the response to question 4.

Question 12. Reference discussions at the NB Ventura Site Visit, "During discussions it was mentioned that the Government was going to create new requirements for San Nicholas Island to include a prefab building for the fuels personnel and a pickup for use by fuels personnel on the island. Does DESC intent to include new requirements in the solicitation via a modification?

Response. See the changes made to Section C-3.1.10, Prefabricated Building(s), and C-3.1.9, Utility Vehicles.

Question 13. What fees/costs is the contractor required to pay for the fuels personnel, at San Nicolas Island? At the site visit we were informed these costs would be provided to us in a contract modification.

Response. The Government provides transportation to/from the island. The individual(s) assigned to the inland (the contractor) will be responsible for the cost quarters at \$14.00 per day and meals consumed at \$1.60 for breakfast, and \$3.25 for lunch and dinner. See changes to Appendix A, Government Furnished Equipment, Supplies, and Services.

Question 14. Reference PWS, paragraph C-1.7 and Table 1, Hours of Operation. Section C-1.7 implies the normal hours of operation are 0700-2300 hours on Monday through Friday, but Table 1, reflects 24/7 for many operations. Would you please clarify "Normal Hours of Operation" for each of the three locations?

Response. See changes made to C-1.7.1, Contractor Coverage; however, Table 1, Hours of Operations, and the sections or notes referenced dictate the hours the contractor will be responsible to provide support which ultimately is 24/7 coverage.

Question 15. Reference PWS Section C-1.6.2.1, AVGAS for Air Shows. Could you please clarify if the contractor is required to provide a vehicle only or a vehicle plus AVGAS? Additionally, if the contractor has to sub-contract for AVGAS support is this reimbursable under a separate CLIN?

Response. See the response to question 8. Once tasked, it is up the contractor to determine how the requirement will be fulfilled.

Question 16. Reference PWS, Appendix B, Government Furnished Equipment, Supplies and Services, items have been identified but no quantities have been listed? Is this list complete and could DESC please provide quantities?

Response. In that the contractor provides its own building(s) the list should consist of little more than FAS computers and laboratory equipment. We will ask the base to complete the list and provide it in a future amendment.

Question 17. Reference PWS, Section C-3.4.1.2, Safety Equipment, are there any confined spaces on this contract that would require the contractor to purchase an oxygen deficiency monitor? We did not observe any during the site visit; however, we did not see all the facilities/systems provided.

Response. The COR indicated that there are no confined spaces with which the contractor would have to deal with; however, there are pump houses and the space below the geodesic domes of the JP5 tanks. We will ask the COR to comment/clarify this issue and provide clarification in a future amendment.

Question 18. The start date of this contract is 1 Oct 03. DESC normally allows a contractor 180 to procure new vehicles for a contract of this size. Can the contract start date be modified to provide the winning contractor 180 days to procure new vehicles?

Response. The contract start date will be adjusted as needed.

Question 19. The following provides clarification regarding equipment specifications. Note changes to the appropriate truck sections.

Question Section C-3.1.4, Defueler 5000 Gallons. Can the defuel stub and the 1-1/2" x 50' [issue/offload] hose share a common port by coupling the hose to the 1-1/2" defuel stub when it is required or do they need to have 2 separate ports/shut off valves?

Response. With regard to a "defuel" truck, we have no objection to a single inlet/outlet configuration as long as the defuel strainer and/or near the defuel stub (inlet) is bypassed so as not to be flushed out during the issue (outlet) mode.

Question Section C-3.1.5, 2000 Gallon Ground Servicing Truck. Is the Fuel Master system really wanted?

Response. No, not under this contract. See the changes made to Section C-3.1.5.9.2 Automated Data Collection.

Section C-3.1.6 2000 Gallon Used Oil Truck

Question The only nozzle mentioned under this truck is the underwing. It is specified as shall be installed OR available for defueling aircraft of used oil. Do the contractor's want us to bid this?

Response. Depending on the hose storage method used, the contractors could provide all hoses and nozzles required. Recommend you (a truck builder) deal with the truck purchaser regarding this issue.

Question Spec does not tell what size hose is required. Does this truck require a hose? If so, what size and length?

Response. The defuel/dispensing hose (may be one in the same) shall be a 1½" X 50'. See change to Section C-3.1.6.10, Hose(s).

Question Is a deadman control required on this truck?

Response. No.

Question Does product need to be metered when defueling and/or dedrumming and what type of meter is required?

Response. Yes, see Section C-3.1.6.9, Meters. The type meter may be a non-compensated meter used to measure aviation fuels. Incoming product is strained as it enters the piping system. The concern is for the capacity and accuracy of the meter versus ruggedness.

Comment. Section C-3.1.3, Refuelers. Note that the requirement for, what was said to be a 3000-gallon refueler, has been changed to a 5000-gallon unit. Except for tank size and the fact a 5000-gallon unit can be built as a motor tank truck versus a semi-trailer, the specification is the same.

Question 20. PWS Section C-2.5.1.2.3 refers to MRR and JP8 issues by truck on SNI. Since there is no JP8 available on the island, shouldn't the reference to JP8 be changed to reflect JP5?

Response. JP5 is the product handled at NOLF San Nicolas Island. Note changes to the PWS.

Question 21. At the site visit the requirement for a contractor provided prefabricated building on SNI was addressed but this requirement is not reflected in the PWS. Is a contractor provided prefabricated building required on SNI?

Response. See the response to question 10.

C-1.6.2.1 Air Show AVGAS Services: NB Ventura County may, on occasion, sponsor an air show. Given the air show dates and base/COR [tasking as outlined in Section C-4.2, Services Requiring a Task Order](#), the contractor shall, by whatever means deemed most cost effective to the Navy, plan for and support all AVGAS requirements. The Contractor shall provide the equipment, See [Section C-3.1.3, Refuelers](#), (less relaxation chambers if other than in place equipment is used) or sub-contract for the services required. In either case, the Contractor shall arrange for the quality surveillance of the product supplied, the servicing of aircraft as required, the post air show disposition of residual product, and the disposition (removal from the base) of contractor provided/sub-contracted equipment.

C-1.6.3 Outlook. Discussions with Air Operations, Supply, and Fuels Management regarding the current and future mission of NB Ventura County and NOLF San Nicolas Island indicate there are no known or anticipated changes assigned units or to the mission or flight operations. This outlook does not however preclude fundamental changes in mission, flight-training schedules, and assignment of units as may be undertaken by the Department of Defense, the Navy, or other agencies that may be tasked to operate from NB Ventura County. The Contractor will be notified as the requirement for long-term changes are made known and contract adjustments are deemed necessary and appropriate. Furthermore, various fuel systems or components thereof at all three sites have been, are currently undergoing, or will be renovated, upgraded, or modernized. The end result of the cumulative modernization efforts should in fact reduce the level of effort required to maintain and operate all systems.

C-1.7 Operating Hours

C-1.7.1 Contractor Coverage: As published in the Flight Information Supplement (FLIP), [the](#) airfield operating hours for NB Ventura County are 0700 to 2300 Monday through Sunday including holidays. The airfield is closed outside the aforementioned hours; however, aircraft maintenance activities requiring fuel services may be undertaken anytime. Airfield operating hours for NOLF San Nicolas Island are 0700 to 1600 Monday through Thursday and alternate Fridays. NOLF [San Nicolas Island](#) is closed Saturdays, Sundays, holidays, and alternate Fridays. [As a rule, Table 1, Hours of Operation, establishes fuel services operating hours that meet or exceed the published airfield-operating window.](#) The Contractor shall provide fuel and cryogenic support services for the hours specified in [Table 1, Hours of Operation](#), within the response times established in [Section C-2.2.2.2, Response](#); however, the Contractor shall be fully capable of responding to the demand for all fuel and cryogenic support and services anytime, 24 hours per day, year-round, including holidays.

NOTE

As used above, “shall be fully capable of,” should not be construed to mean or imply a requirement for full time staffing outside the hours specified in [Table 1, Hours of Operation](#); however, see the note following [Section C-2.2.2.2, Response](#).

C-1.7.2 Labor Categories: Offers shall include all labor associated with all specified operations in the price for the appropriate Contract Line Item Number (CLIN). Work that is considered outside of normal operating hours, i.e., the servicing of aircraft outside the hours specified the [Table 1, Hours of Operation](#) and deemed necessary by the local command or real time contingencies, will be reimbursable as outlined in [Section C-4.3, Augmentation](#). The Government will reimburse the contractor only for approved augmentation worked by “service personnel,” as described in [Section C-1.9.2, Service Personnel](#). Essential personnel as listed in [Section C-1.9.1, Essential Personnel](#), are a part of the Contractor’s Management Team and shall not be considered to be “service personnel” as defined by [Section I, Clause 1100, Service Contract Act of 1965](#), as amended.

C-1.7.3 Hours of Operation: The following is a table of petroleum and cryogenic functions for which the Contractor shall be responsible. The table clearly specifies the days of the week and the hours of the day each function shall be manned with qualified personnel and fully capable of accomplishing the assigned workload and/or performing common operator tasks necessary to assist other persons or parties that may be tasked to survey, inspect, monitor, adjust, refurbish, repair, or replace the equipment, systems, or facilities applicable to a function. Tasks commonly associated with a given function, tank truck receipts at storage for example, will normally be accomplished within the hours specified. Empty cells indicate that a function is not normally manned for the day(s) indicated by the column heading.

Note

The following table defines the time/hours of operation for which the Contractor shall be responsible for providing immediate fuel support, not the level of manning required to satisfy that support requirement.

Table 1 Hours of Operation

Hours of Operation (by function)			
Function ⁽¹⁾⁽¹⁰⁾	Monday-Friday	Saturday	Sunday/Holidays
Site Manager (SM)	Duties as Required		
Assistant Site Manager (ASM)	Duties as Required		
Fuel Dispatch Center (D/CO)	0700-2300		
Aircraft Fuel Servicing Operations ⁽³⁾⁽⁴⁾ (D/SO)	0000-2400	0000-2400	0000-2400
Ground Fuel Delivery ⁽⁵⁾ (D/SO)	0730-1600		
Used Oil Handling ⁽⁶⁾ (D/SO)	0730-1600		
Recyclable Jet Fuel Handling ⁽⁵⁾ (D/SO)	0730-1600		
Bulk Storage Operations ⁽⁸⁾ (FDSO/FDSM)	0730-1600		
Service Station Operations ⁽⁷⁾ (FDSO)	Manned as Required		
Quality Surveillance (FLT) ⁽⁹⁾	0500-1330		
Cryogenic Storage and Distribution (CS/S or O)	0730-1600		
Fuel Operation, NOLF San Nicolas Island ⁽²⁾	0730-1530		

- (1) The entry following the functional description is the code for the employee/worker that would normally fill the position applicable to that function. See [Section C-1.9.1, Essential Personnel](#), and [Section C-1.9.2, Service Personnel](#). An indented line of activity indicates it is or may be a collateral duty of the preceding line. The specific time segments, i.e., Ground Fuel Delivery, Monday-Friday, 0700-1600, are provided for basic planning purposes. These specific time spans should not be construed to mean or imply that the function is undertaken only for the specified time indicated. As noted in [Section C-1.7.1, Contract Coverage](#), “the Contractor shall be fully capable of responding to demands for all fuel support and services anytime, 24 hours per day, year-round.”
- (2) Not used.
- (3) At the Contractor’s discretion, driver/system operators (D/SO) assigned to night shifts and weekend work periods for which there is no FAS qualified dispatcher/computer operator (D/CO) assigned, shall be provided basic FAS data input training and local password access or maintain manual logs in sufficient detail to facilitate accurate FAS input of fuel services rendered. The FAS trained dispatcher/computer operator shall input workload data to FAS at the start of the next duty day.
- (4) Includes any and all fixed (direct fueling system) and mobile (truck) hot refueling via pantograph and hose set, and cold refueling/defueling of aircraft assigned to and as may transit, deploy to, or exercise from the contracted activity. Also includes the servicing of facilities and equipment as may be requested by authorized customers. Personnel assigned may include drivers, system operators, a mechanic, and other skilled personnel required and necessary to satisfy aircraft fuel servicing demands and other collateral duties identified herein. FAS/dispatch log entries for hours beyond or outside that of the Fuels Dispatch Center shall be kept/updated by D/SO personnel assigned.
- (5) Ground fuel delivery, to include all grades of automotive gasoline, diesel fuel, heating oil, and jet fuel used in lieu of diesel, as well as Used Oil and Recyclable Jet Fuel collection and disposal operations, may be a collateral duty to the driver/operators that provide aircraft fuel-servicing support. Ground fuel operations may include scheduled deliveries to outlying equipment sites and fields. Also see [Section C-2.4.3, Alternate Issues, Method, and Manning](#), regarding alternate ground fuel (service station) support operations.
- (6) To include the manning as may be required to conduct end-of-month/fiscal-year inventories that fall on a Saturday, Sunday, or a holiday.
- (7) An automated 24/7 service station manned only to the extent necessary to undertake system inspections, perform PM and inventories, and to receive products; however, see [Section C-2.4.3, Alternate Issues, Method, and Manning](#) regarding alternate ground fuel (service station) support operations.
- (8) Qualified persons assigned to the Bulk Fuel Storage operation may perform fuel laboratory duties. The hours indicated allow for sampling/testing of equipment at/during equipment/facility inspections and the release of equipment for use during normal weekday duty hours. The Contractor shall also, to the extent required, sample equipment, facilities, and aircraft defuels and perform quality testing necessary to satisfy weekend/holiday quality surveillance workload.
- (9) Driver/operators assigned to NOLF San Nicolas Island shall be multi-functional, capable of working product receipt (barge) and storage, quality control, refueling, and other fuel related duties as may be required to support remote activities. He/she shall also be a qualified Marine Terminal Operator as outlined by Title 2, Division 3, Chapter 1, Article 5.3, California Code of Regulations, Marine Terminal Personnel Training, and Certification. Also note that the NOLF San Nicolas Island operator remains (lives) on island. The times depicted above are “normal” weekday hours. The weekend/holiday operator relieves the weekday operator on Thursday/Friday depending on whether it is a short/long workweek.
- (10) Personal and equipment used to perform service station and ground fuel operations at the Port Hueneme site shall be physically assigned to and work from the Point Mugu site.

C-1.11 Correspondence and Visits

C-1.11.1 Notification: The Contractor shall notify the COR of any and all visits or notice of intent to visit contract management, its employees, or the contracted facilities by any federal, state, local government, base (military) office/agency, union representative, or contract corporate officer. Except for that considered to be company or proprietary documentation, the Contractor shall provide the COR copies of all correspondence resulting from such visits.

C-1.12 Information and Records Management

C-1.12.1 General: Documents held or generated by the Contractor may take the form of personnel files, i.e., individual driver and training records, proprietary company records and reports such as internal monthly management reports, and Government information and accounting files such as inventory reports or transaction documents generated in response to this contract. With the exception of that correspondence considered proprietary company records, all correspondence, records, to include Contractor's owned equipment history records, files, reports, and documents, manual or automated, generated by or provided to and maintained by the Contractor shall be open and readily available to Government inspection, review, and audit for the duration of the contract and any subsequent and contiguous contract periods. On termination of the contract, all of the aforementioned records except personnel driver and training records, Contractor's owned equipment history records, and proprietary company management records shall be turned over to the Government.

C-2.4.2 Operations. Service station operations vary only by facility type and location of the three sites under the control of NB Ventura County. The Contractor shall continually track ground fuels inventories and order products through the Fuel Management Office to maintain adequate levels of readily deliverable products at the stations. Product deliveries to the stations will normally be made during the operating hours outlined in [Table 1, Hours of Operation](#).

C-2.4.2.1 Point Mugu: Low sulfur diesel fuel (LS2), reformulated gasoline (MRR), compressed natural gas (CNG), and liquefied petroleum gas (LPG) are dispensed at the base (military) service station. The station is connected to and supplied by the two (2) 26,000-gallon bulk MRR tanks and the one (1) 26,000-gallon bulk LS2 tank in the 63-area, which is across 12th Street from the service station. CNG and LPG storage tanks and dispensing facilities are installed at the service station. The CGN storage tanks are connect to/resupplied by the base CNG distribution system. LPG is delivered to the service station facility by commercial vendor as needed. On the average, 11,000 gallons of MRR, 8,000 gallons of LS2, 600 gallons of CNG, and 200 gallons of LPG are issued from the service station monthly. The [Exhibit of Products Issued at Point Mugu](#) and the [Exhibit of Product Receipts at Point Mugu](#) provide an expanded historical summary of service station operations.

C-2.4.2.2 Port Hueneme: LS2, MRR, JP-8, and CNG are dispensed from the service station. The station consists of three 20,000-gallon Bryant tanks and a CNG tank/dispensing system. LS2, MRR, and JP8 are delivered by commercial tank truck in 7,800-gallon increments, while the CGN storage tanks are connected to/resupplied by the base CNG distribution system. On the average, 9,000-gallons of MRR 8,000-gallons of LS2, and 600 gallons of CNG are issued from the service station monthly; however, the [Exhibit of Products Issued at Port Hueneme](#) and the [Exhibit of Product Receipts at Port Hueneme](#) provide an expanded historical summary of service station operations. The inclusion of JP8 for issue to CBC equipment and vehicles at the service station is a new service for which no historical issue data exists. LPG, delivered by commercial vendor, is stored for issue to the ground fuel servicing truck. See [Section 2.5, Ground Fuel Delivery](#).

C-2.4.2.3 NOLF San Nicolas Island: MRR and JP5 are stored and dispensed from the island service station. MRR is transported to the island in a **Government furnished and handled** tank truck aboard the island freight barge. **The contract operator assists in pumped the contents of the trailer into** the 20,000-gallon Bryant Tank that serves as the service station. A service station dispensing pump is installed and connected to the airfield JP5 storage system to service as the JP5 service station outlet. On the average, 3,000-gallons of MRR and 12,000-gallons of JP5 are issued from the service station monthly; however, the [Exhibit of Products Issued at NOLF San Nicolas Island](#) and the [Exhibit of Product Receipts at NOLF San Nicolas Island](#) provides an expanded historical summary of service station operations..

C-2.4.3 Facility Workload: Service station facilities and equipment shall be inspected, inventories performed, products received, and quality surveillance applicable to the receipt of such products performed by the Contractor. In essence, those tasks normally associated with the operation of a bulk storage facility shall also be undertaken at the service station. See the above referenced exhibits receipt and issue data for all three locations.

C-2.4.4 Accounting Data: Regardless of accounting methods, inventory and accounting forms, logs, ledgers, and data as may be used to account for service station activities shall be forwarded to the fuel accounting office by 0900 hours Monday, or the first duty day of the week, through Friday. At those installations that have undergone FAS/ATG/AFSS Phase IIB installation/upgrade, the Contractor shall be responsible for performing the daily AFSS import function into the FCC (FAS) Gas Log in order to provide an automated means of billing ground fuel customers.

C-2.4.5 Alternate Issues, Method, and Manning: Disruption of automated service station function may require manual operation of the facility or the dispensing of products from a ground fuel servicing truck. The Contractor shall, for a period not to exceed five (5) weekdays, provide the personnel and equipment as outlined in the following sections to maintain the availability of ground fuel products to its customers. Weekend and holiday manning outside that specified in [Table 1, Hours of Operation](#), and justifiable weekday manning costs beyond the aforementioned five (5) weekday rule may be submitted to the Government for reimbursement.

C-2.4.5.1 Station Operable: In the event of a service station system failure during which the station **can be operated manually**, the Contractor shall man the service station to assist customers and manually document issues for the hours of 0730-0930 and 1330-1530 Monday through Friday and 0800-1000 Saturday, Sunday, and holidays.

C-2.5.1.2.3 NOLF San Nicolas Island: MRR and JP5 shall be delivered in response to customer requests at various island locations ranging from the flightline to the PW Transportation area or to beach cleanup and maintenance projects during the hours outlined in [Table 1, Hours of Operation](#).

C-2.5.1.2.4 Off Station Operations: Travel to and deliveries of ground fuel to off station locations shall be accomplished using equipment that is configured and licensed/permitted for use on public roads. All Federal, DOD, state, and local inspections, permits, licensing and insurance requirements for the equipment used on public roads, shall be a responsibility of the Contractor. Vehicle operators shall be licensed as set forth in [Section C-1.9.2.4.1, Licensing](#).

C-2.5.1.3 Delivery Points: A list of delivery points by location, building/facility number, tank capacity and characteristics, approximate delivery quantity, and a delivery schedule, if known or established, is provided [Exhibit of Product Issued](#). Maps identifying all established and scheduled delivery points, by grade of product, will be provided by NB Ventura County and become a part of the contract, [Appendix E, Maps](#). On contract start up, the Contractor shall survey all delivery locations and confirm delivery schedules to ensure uninterrupted customer support. The Contractor shall update the ground fuel delivery points and schedules outlined in [Exhibit of Product Issued](#) and inform the Government as changes occur.

C-2.5.1.4 FAS Gas Log: The Contractor shall provide and use the automated data collection equipment identified in [Section C-3.1.4.9, Automated Data Collection](#) or document each ground fuel issue using forms or logs that provide all the information required to fully satisfy the data entry requirements of the Fuels Automated System (FAS) Gas Log. The Contractor shall fully maintain the hardware and software required to download data or input truck issue data to the FAS Gas Log daily, Monday through Friday. Weekend/holiday activities shall be downloaded/imported on the first duty day following the weekend or holiday.

- **Requirement:** Maintain and man the ground fuel servicing equipment to ensure customer support with specification products. Implement management, maintenance, quality, security, and environmental controls that ensure the safe delivery of ground products to authorized customers in a timely manner. The Contractor shall notify the COR of any discrepancy or circumstance that may result in the inability to deliver ground fuel products.
- **Performance Standards:**
 - ✓ All equipment inspected, serviceable, and inspection documentation readily available by 0800 daily.
 - ✓ Daily truck inventories one hundred percent accurate.
 - ✓ Documented issues, defuels, and truck fills one hundred percent complete, accurate, and legible.
 - ✓ Ground fuel truck logs maintained and accurate.
 - ✓ Ground fuel truck issues, defuels, and truck fills entered into the FAS Gas Log Monday through Friday.
 - ✓ Fuel servicing safety procedures and precautions observed.

C-2.6 Used Oil Handling

C-2.6.1 General: Used oil collection and handling is defined as the pre-collection testing of products (if applicable), the collection, by truck, of fuel products no long suitable for their intended use, the intermediate holding of the products collected, and the disposal of those products. Disposal of used oil may be via turn-in to DRMO, the recycling of a product as is outlined in the following section, the blending of product into usable stocks, or as may be outlined by local instructions. The Contractor shall be responsible for performing all used oil collection and handling operations, and safeguarding the products collected.

C-2.6.2 Equipment: The Contractor shall furnish the used oil collection and handling equipment specified in [Section C-3.1.6, Used Oil \(Fuel\) Truck](#), in sufficient numbers to undertake the projected workload outlined in the [Exhibit of Used Oil Collected](#). The Contractor shall fully maintain all furnished equipment and components thereof in a safe, serviceable, ready for dispatch condition. Equipment inspections shall be completed and documented on the vehicle inspection form prior to the initial dispatch of the equipment for the duty day.

C-3.1.3 Refuelers

C-3.1.3.1 General: Contractor provided refuelers (fuel-servicing trucks/trailers and cargo motor tanks configured to issue filtered product, and defuel and filter product being returned to the cargo tank) shall be configured to meet the specifications outlined herein. The design and construction of new refuelers shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Refueler components shall be applied in accordance with the most current edition of [NFPA 407, Standards for Aircraft Fuel Servicing](#); however, see [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual, Chapter 11](#), with regard to the basic components to be installed, their specific range of measurements, and the use of COMNAVAIRAIRSYSCOM approved components. Should a conflict between specifications arise, the more stringent or restrictive requirement shall apply. Except for the PTO mounted hydraulic pump and the tractor to trailer electrical, air, and hydraulic lines, all components shall be contiguous to the cargo tank/frame (semi-trailers), or the entire prime mover/refueler shall be a cargo motor tank. A hydraulic cooling system, if installed, may be tractor or trailer mounted. Regardless of the refueler/truck configuration, all hoses and connections, i.e., servicing hoses, recirculation, bottom loading, and defuel connections, overfill protection devices, grounds, deadman controls, or otherwise shall be located on the left or drivers side of the vehicle.

NOTE

The Government reserves the right to designate the grade of product to be held in and dispensed from any or all Contractor fuel servicing vehicles. Reasonable costs associated with product changes, filter replacement for example, directed by the Government will be borne by the Government.

C-3.1.3.2 Cargo Tank: Cargo tanks shall be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the [CFR Title 49, Transportation](#); however, used cargo tanks constructed to MC 306 specifications are acceptable. Unless specified otherwise, the provisions of [49 CFR 178](#) and the most current subpart applicable to specification DOT 406 or MC 306 apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at the 300 GPM issue rate. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in [49 CFR 178](#). In addition, [49 CFR, Part 180, Subpart A, General, and Subpart E, Qualification and Maintenance of Cargo Tanks](#) shall apply.

NOTE

MC 302, 303, or 305 specification tanks will not be considered under this contract.

C-3.1.3.2.1 Cargo Tank Capacity: Cargo tanks provided shall have a **minimum capacity of 8000-gallons (a 5,000-gallon motor tank truck for NOLF San Nicolas Island)** plus the appropriate expansion space. Unless specified otherwise, cargo tanks shall be filled to capacity. Loading on any axle or set of axles shall not exceed the manufacturer's gross vehicle working rate (GVWR)/limitations or documented re-rated load specifications provided by the vehicle manufacture. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code.

NOTE

All fuel servicing trucks and tractor/trailer combinations shall be filled to capacity with JP5/8 or a fluid of equivalent weight. Certified weight documents and manufacturer's documents regarding weight specifications, exceptions, limitations, or re-rating of axles shall be presented at the time of the equipment inspection, [Section C-3.3.1.2, Equipment Inspection](#).

C-3.1.5.8.1 Flow Control: Clutch/PTO controls and an adjustable throttle control device shall be centrally mounted outside the truck cab so they can be operated from the outside operator position.

C-3.1.5.8.2 Performance: Unless otherwise stated, ground fuel trucks shall be capable of dispensing product at 0 to 25 GPM through a fifty-foot (50') by (state size in inches) hose and overwing or service station type nozzle. Pumping systems, thus configured shall be capable of sustained flow at the rates noted until the cargo tank is empty.

C-3.1.5.8.3 Emergency Controls: See [Section C-3.1.3.8.3](#); however, the “left front” device may be excluded.

C-3.1.5.9 Metering/Measurement Devices: The following metering/measurement devices or systems shall be installed on the ground fuel truck.

C-3.1.5.9.1 Meter(s): See [Section C-3.1.3.11](#); however, non-compensated, positive displacement meter(s) with gallon and one-tenth gallon registers shall be installed for each product dispensed.

C-3.1.5.9.2 Automated Data Collection: Not required under this contract.

C-3.1.5.10 Hose(s): Fifty-foot (50') by (state size in inches) commercial fuel hoses compatible with the specific grades of fuel to be handled shall be provided.

C-3.1.5.10.1 Hose End Fittings: Hose end fittings, i.e., nozzles, tubes, drum thieves, cut hard/soft hose, and any other apparatus as may be required to connect to and defuel the equipment and facilities assigned shall be provided by the Contractor.

C-3.1.5.11 Hose Storage: See [Section C-3.1.3.14](#).

C-3.1.5.12 Nozzle(s): Commercial overwing or service station type fuel nozzle sized to the hose installed and compatible with the specific fuel to be dispensed shall be provided.

C-3.1.5.13 Swivels and Hose Couplings: See [Section C-3.1.3.17](#).

C-3.1.5.14 Electrical Wiring and Lights: See [Section C-3.1.1.4](#).

C-3.1.5.15 Fire Extinguishers: See [Section C-3.1.3.21](#).

C-3.1.5.16 Fenders and Mudguards: See [Section C-3.1.3.22](#).

C-3.1.5.17 Painting and Marking: See [Section C-3.1.3.24](#) and sub-sections thereto; however, smaller stencils, 4 inch on 6 inch versus 6 inch on 8 inch stencils, may be used to mark smaller ground fuel trucks.

C-3.1.5.18 LPG Servicing System: The ground product truck used to provided services to the Port Hueneme Site shall be configured to carry a 110-gallon Liquefied Petroleum Gas (LPG) tank with standard receipt/product transfer fittings, an issue hose of at least 15 feet, tank control valve, and a product servicing nozzle of the type used to fill small propane tanks. The commercially available LPG tank meeting ASME standards shall be permanently mounted on the ground fuel delivery truck for the delivery of LPG to forklifts throughout the Port Hueneme Site.

C-3.1.6 Used Oil (Fuel) Truck

C-3.1.6.1 General: Contractor provided used oil (fuel) truck (fuel servicing trucks configured to defuel (potentially an aircraft)/take on used oil products generally not returnable to stock) shall meet the following specifications. Except as modified by the following, [Section C-3.1.3.2](#) applies. Components not specifically addressed do not apply.

C-3.1.6.2 Cargo Tank(s): See [Section C-3.1.3.2](#) and sub-sections thereto. Baffle openings (top vent/bottom flow) may be sized to 100 GPM. The cargo tank provided shall be a single product tank having a **minimum capacity of 2,000 gallons** plus the appropriate expansion space. See [Section C-3.1.5](#) for dual product trucks required for handling recyclable JP5/8.

C-3.1.6.3 Tank Venting: See [Section C-3.1.3.3](#); however, venting capacity may be reduced to the equivalent of 100 GPM.

C-3.1.6.4 Overfill Protection: A tank overfill device as described in [Section C-3.1.3.4](#) shall be installed and operable in the defuel mode.

C-3.1.6.5 Low Point Drain: See [Section C-3.1.3.5](#).

C-3.1.6.6 Piping: See [Section C-3.1.3.6](#).

C-3.1.6.7 Defueling: Used oil (fuel) trucks shall be capable of defueling products at a minimum of 25 GPM. Product shall re-enter the tank via the piping system, not the tank top manhole. The defuel connection shall be a one and one-half inch (1½”) quick disconnect type adapter (male fitting) and dust cap, and a control valve mounted at or near the defuel connection. A line strainer, the screen readily removable for cleaning and inspection without interference with or removal of other component, shall be installed.

C-3.1.6.8 Pumping System: The pumping system shall consist of a pump, piping, connectors, valves, and other hardware identified herein capable of defueling from aircraft, drums, and tanks up to 20 feet below grade at a minimum rate of 25 GPM. Control valve(s) and hose connection(s) shall be accessible/operable from ground level. Each used oil (fuel) truck shall be capable of pumping the entire content of the cargo tank to a used oil tank (fuel)/container via a hose and underwing nozzle assembly.

C-3.1.6.8.1 Flow Control: A calibrated pump pressure gauge, pump suction (vacuum) gauge, clutch/PTO controls, and throttle controls shall be mounted so they can be read/operated from the operator position outside the truck cab. The pressure and vacuum gauge face shall be marked in red to indicate maximum operating ranges.

C-3.1.6.8.2 Performance: Each used oil (fuel) truck set in the defuel mode, with the engine operating within the manufacturer's recommended RPM range, and connected to a source of fuel, shall be capable of the defuel rate noted above.

C-3.1.6.8.3 Emergency Controls: See [Section C-3.1.3.8.3](#); however, the “left front” device may be excluded.

C-3.1.6.9 Meter: See [Section C-3.1.3.11](#); however, the meter may be a standard non-compensating device.

C-3.1.6.10 Hose(s): Defuel hose(s) shall be non-collapsible one and one-half inch **by 50 foot (1½” X 50’)** hose(s) configured to the source most likely to be defueled of used oil (fuel). A hose fitted with an underwing nozzle (**aircraft defuel**) or soft (cut end) hose (**defuel drop tanks and containers**) may be required. **The product dispensing and defuel hose may be one in the same but coupled to the unit at different locations.**

C-3.1.6.10.1 Hose End Fittings: Hose end fittings, i.e., nozzles, tubes, drum thieves, cut hard/soft hose, and any other apparatus as may be required to connect to and defuel the facilities and equipment assigned shall be provided by the Contractor.

C-3.1.6.11 Hose Storage: See [Section C-3.1.3.14](#).

C-3.1.6.9 Nozzles: See [Section C-3.1.3.16](#). An underwing (single point) nozzle less the hose end regulator shall be installed or available for defueling aircraft of used oil (fuel).

C-3.1.6.12 Swivels and Hose Couplings: See [Section C-3.1.3.17](#).

C-3.1.6.13 Static Bonding Cable: In that such trucks may be used to defuel an aircraft, see [Section C-3.1.3.19](#); however, dual grounds applicable to “hot refueling” do not apply.

C-3.1.6.14 Electrical Wiring and Lights: See [Section C-3.1.2.4](#).

C-3.1.6.15 Fire Extinguishers: See [Section C-3.1.3.21](#).

C-3.1.6.16 Fenders and Mudguards: See [Section C-3.1.3.22](#).

C-3.1.6.17 Painting and Marking: See [Section C-3.1.3.24](#) and sub-sections thereto; however, smaller stencils, 4 inch on 6 inch versus 6 inch on 8 inch stencils, may be used to mark smaller used oil trucks.

C-3.1.7 Recyclable Jet Fuel Truck

C-3.1.7.1 General: A fuel servicing truck equivalent to a 2000-gallon dual product (dual pumping system) ground fuel servicing vehicle shall be provided to collect (defuel), transport, and pump RECYCLABLE jet fuel (one tank of the dual system) and to receive, transport, and dispense RECYCLED jet fuel (the other tank of the dual system). The tank truck may be identical to that of a dual product ground fuel unit but used to collect and process jet fuel as outlined in [Section C-2.7.3, Collection and Processing](#). The servicing truck tanks, hose, and piping systems shall be clearly marked “RECYCLABLE” and “RECYCLED” Jet Fuel.

C-3.1.8 Vacuum Truck

C-3.1.8.1 Specifications: Vacuum truck(s) are not required under this contract.

C-3.1.9 Utility Vehicles

C-3.1.9.1 General: Utility vehicle(s), pickup or van type equipment and personnel vehicles, as may be provided and used by Contractor management, maintenance, or other personnel within the Contractor organization shall be **provided at the Point Mugu and NOLF San Nicolas Island sites**. Utility vehicles may be painted commercial colors but shall be marked in accordance with [Section C-3.1.2.9.2, Company Logo](#), and shall be reflective of the pride and professionalism of the Contractor.

C-3.1.9.2 Spill Kit: Each utility vehicle as may be furnished shall be equipped with a 10-gallon spill clean up/remediation kit that is protected from the environment but readily available to the vehicle operator.

C-3.1.10 Prefabricated Building(s)

C-3.1.10.1 Contractor Responsibilities: The Contractor shall provide prefabricated building(s) sized to the need for office space, a driver’s ready room, rest rooms **at the Point Mugu Site. A prefabricated building used for all of the aforementioned as well as** maintenance workspace, and storage space **shall be provided at the NOLF San Nicolas Island site.** The structure(s) provided shall, as mutually agreed upon prior to contract start-up, be wired (electric), plumbed (water and sewage), and have telephone and local area network (LAN) cabling as may be applicable, installed. The structure(s) shall be erected at the site specified by the Government, shall be complete (all windows, doors, and fixtures in good working order), shall be properly supported/leveled, and shall have the appropriate trim, flashing, and stairs securely installed on set-up. Any installed structure(s) shall not detract from local surroundings, buildings, and landscaping.

C-3.1.10.2 Utility Connections: The Government will provide the agreed upon utility connection points, to include meters and measuring devices as may be applicable, at the designated building/structure site. The Contractor shall arrange for the physical connection of all such utilities at the building site.

C-3.2 Records, Inspections and Disposition of Property

C-3.2.1 General: The Contractor shall maintain records; submit to inspections, and dispose of property as outlined in the following sections.

Appendix A Government Furnished Equipment, Supplies, and Services

In addition to the facilities and components listed in [Appendix A, Government Furnished Facilities](#), the Government will provide the following equipment, supplies, and services to the Contractor.

Transportation, Quarters, and Meals, NOLF San Nicolas Island: The Government will provide beginning/end of duty week transportation to/from the island. Quarter and meals will be provided at a rate of \$14.00/day for quarters and \$1.60 and \$3.25 for breakfast and lunch/dinner respectively.

Fire Suppression Equipment: Except for Contractor furnished extinguishers mounted on the Contractor furnished fuel servicing trucks, all fire suppression equipment, i.e., fire extinguishers or portable/installed fire suppression equipment, will be provided, repaired, overhauled, and, as necessary, replaced by the Government. The Government will establish the quantity and type of fire suppression equipment on station within the Fuel Management facilities.

Telephone Services: The Government will provide telephone services, i.e., commercial, DSN, and on-station emergency lines, Local Area Network (LAN) connections (if applicable), and equipment required and necessary to conduct Government business, i.e., FAS and DFAMS input. See [Section C-3.3, Other Contractor Provided Equipment and Supplies](#), regarding Contractor-furnished telephones services.

Utilities: The Government will provide electricity, natural gas/propane, heating/power production fuels, water, and sewage services as required for the health and welfare of contract personnel that occupy facilities provided by the Government and prefabricated structures provided by the Contractor under [Section C-3.1.10, Prefabricated Buildings](#).

Custodial Service. The Government will provide custodial services to the extent provided in the Installation Custodial Contract for facilities provided.

Refuse Collection. The Government will provide refuse collection. Refuse placed in refuse containers by the Contractor shall be limited to that generated in the performance of this Contract.

Grounds Maintenance The Government will provide grounds maintenance, except for those grounds maintenance tasksings specified.

Emergency Medical Service. The Government will provide the emergency medical service limited to first responder emergency medical services as available through the Navy Branch Medical Section. A Navy ambulance will respond to called emergencies and transport injured employees to the closest medical facility located at...

Postal/Mail Distribution. The Government will provide access to and postage for the United States Postal Service and United Parcel Service for official Government mail generated as a result of performance of this Contract. The Government will also provide on-installation distribution of mail.

Fuel Products: Limited to those products stocked and issued on base, the Government will furnish fuel for the operation of the Contractor's fuel servicing equipment, trucks, and tractors identified as fuel servicing equipment. The Contractor shall provide fuel for utility/administrative vehicles, i.e., pick-ups and vans, used by management for administrative purposes.

Forms and Documents: The Government will provide all forms and documents unique to the Government.

Automated System Chips, Keys, and Cards: The Government will provide all hardware, software, and programmable chips, keys, and cards applicable to automated services stations/product dispensing systems installed.

Materiel Safety Data Sheets (MSDS): The Government will provide the appropriate MSDS for those compounds furnished by the Government. See [Section C-3.3, Other Contractor Provided Equipment and Supplies](#), regarding materials provided by the Contractor and the requirement to provide the appropriate MSDS for those materials.

PREPROPOSAL CONFERENCE
NAS PT. MUGUVENTURA COUNTY
3 JUNE 03

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